

### **Amendments to the Specification**

Please replace the paragraph beginning at page 8, lines 21-30 and page 9, lines 1-17, with the following rewritten paragraph:

Fig. 7 illustrates a truck tractor 10 with a front axle 12 with wheels P1, D1 at the respective first and second sides of a longitudinal centerline 40 of the vehicle. The tractor 10 also has rear axles 14,16 (axle 14 being forwardly of axle 16). The axles 14,16 are two axles of a tandem axle pair. Axle 14 has two wheels (one of which is designated P2) at the first side of the vehicle and two wheels (one of which is designated D2) at the second side of the vehicle. Similarly, axle 16 has two wheels at the first side of the vehicle (one of which is designated P3) and two wheels at the second side of the vehicle (one of which is designated D3). Respective first and second parking brakes are shown in the embodiment of Fig. 7. The first parking brake is designated B1 and is located to brake the wheels D2 of axle 14. The second parking brake is designated B2 and is located to brake the wheels P3 of axle 16. When a parking brake actuator such as a lever 44 is shifted by a vehicle operator or otherwise controlled to apply the parking brakes, a controller 46 delivers parking brake application signals resulting in the application of the parking brakes B1 and B2. Alternatively, the lever may be mechanically connected to the brakes B1 and B2. In one specific approach, when the parking brakes are operated, valves at B1 and B2 are controlled to bleed air from a compartment of a brake actuator. This allows a spring or other biasing mechanism to apply the parking brakes at the wheels P3 and D2. If a brake pedal (not shown) or other applicator is operated to apply the service brakes of the vehicle, in this example, valves are controlled to supply pressurized air to one compartment of a brake actuator at brake B1 and also at brake B2. The application of pressurized air to this compartment of the actuator results in the application of the service brakes. Service brakes for the wheels D2 and P3, ~~P3 and D3~~ are respectively indicated schematically by the dashed line designations S1, ~~and S2, S3 and S4~~ in Fig. 7. The parking brake application system is not limited to a specific type of parking brake applicator or parking brake actuator. A system is suitable when operable to apply parking brakes in the desirable manner of the embodiments described above.